

# REPORT

**DATE:** April 11, 2008

**TO:** Transportation and Communications Committee

**FROM:** Naresh Amatya, Acting Manager, Transportation Planning  
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**SUBJECT:** CETAP Corridor B

**EXECUTIVE DIRECTOR'S APPROVAL:**



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## RECOMMENDED ACTION:

Include the CETAP Corridor B as Preliminary Engineering/EIR only in the Constrained Plan and move the construction/right-of-way to the Strategic Plan.

## BACKGROUND:

An 18-month Riverside County-Orange County Major Investment Study (MIS) was conducted to examine a mix of capital improvements to SR-91 and other potential travel corridors between Riverside and Orange Counties. The study concluded with a Locally Preferred Strategy (LPS) supporting further evaluation of Corridor A (new four- or six-lane elevated highway parallel to SR-91 between I-15 and SR-241) and Corridor B (new four- or six-lane highway Irvine-Corona Expressway).

To date, \$15.8 million in federal earmark funding has been committed for feasibility and technical studies of the corridors. Additionally, \$370 million of Riverside County 2009 Measure A and \$200 million of Transportation Uniform Mitigation Fee (TUMF) funding have been identified for the CETAP corridors. In June 2006, the Riverside County Transportation Commission (RCTC), the Orange County Transportation Authority (OCTA), and the Transportation Corridor Agencies (TCA) formed the Riverside Orange Corridor Authority (ROCA) to develop and manage geotechnical studies for the proposed transportation and utility corridor linking Riverside and Orange Counties.

On December 6, 2007, the TCC released the Draft 2008 RTP for public review and comments, which included both Corridors A and B in the Constrained Plan. RCTC, OCTA and SCAG continue to agree on the merits of these projects and the need to move forward. Since the release of the Draft RTP, the three agencies have met on several occasions and arrived at a consensus that engineering and environmental work related to CETAP Corridor B must continue, but funding commitment for construction of the project is premature at this point. Therefore, the three agency consensus is to include the CETAP corridor B as a preliminary engineering/EIR only project in the constrained plan and move the construction/ROW to the Strategic Plan. The project may be amended back into the constrained plan at a point when the funding commitment as well as consensus among the stakeholders can be established. Fortunately, FHWA has issued clarifying guidance recently that would allow for projects such as CETAP Corridor B to move forward with necessary studies and evaluation work on this basis. No change is proposed for inclusion of the CETAP Corridor A in the financially constrained plan. Based on staff analysis, while this proposed action will result in minor adjustment to the finance plan of the 2008 RTP, it does not jeopardize the fiscal integrity or the transportation conformity demonstration of the final RTP.


# REPORT

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## FISCAL IMPACT:

None.


Reviewed by:

  
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Division Manager

Reviewed by:

*Acting,*   
\_\_\_\_\_  
Department Director

Reviewed by:

  
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FOR Chief Financial Officer  
WAYNE MOORE